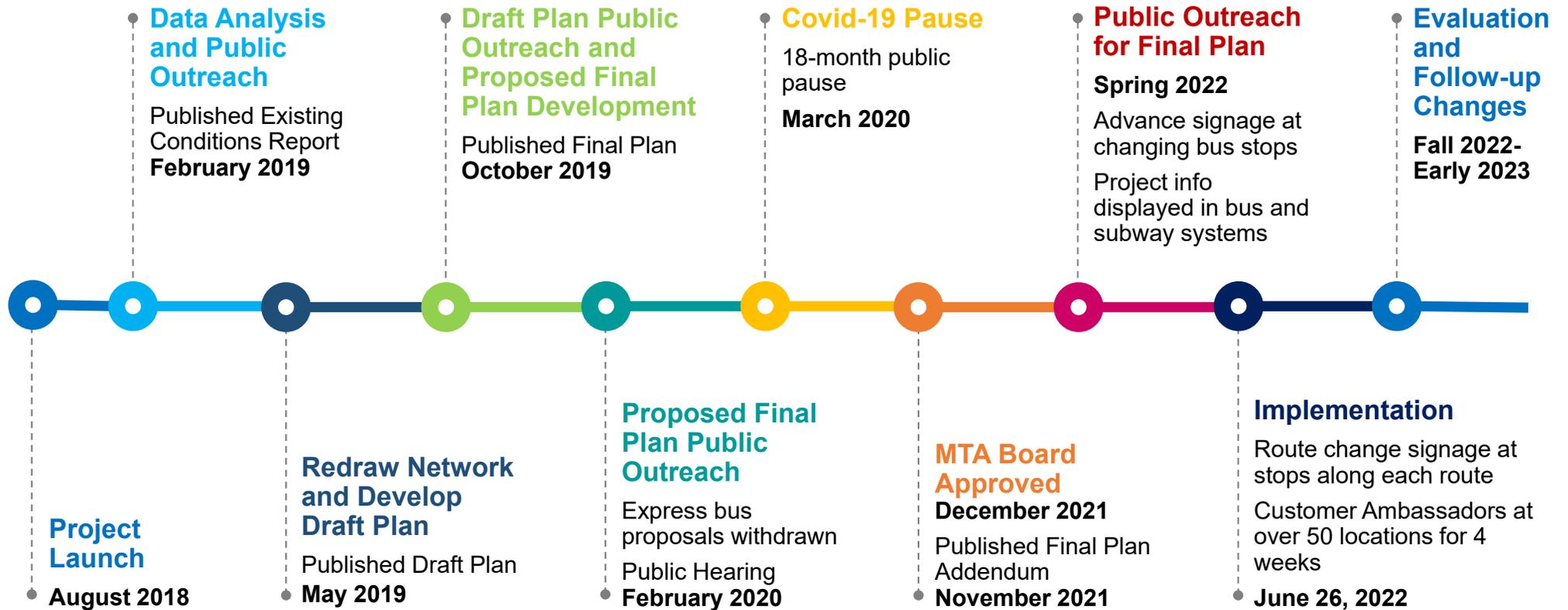




# Bronx Bus Network Redesign

## Six Month Evaluation

# Redesign Process



# Redesign Strategies

## Simplify the Network

- More direct and streamlined routes
- 13 route changes and 2 new routes

## Enhance Connectivity

- Improve east-west bus connections
- Strengthen intra-borough travel and inter-borough travel to Manhattan

## Improve Frequency

- Prioritize all-day frequent network
- Increased frequency on 8 key corridors for 10 routes

## Expand Bus Priority

- NYC DOT has implemented bus priority treatments on six major corridors

## Balance Bus Stops

- Improve stop spacing to get customers where they are going faster
- Increase average stop spacing to 1,100 ft. from current 800 ft.
- Approximately 18% of bus stops removed

# Summary of Results

- The Bronx Redesign has improved service for equity areas
- The Bronx Redesign has delivered on providing faster, more reliable service
- Our customers have noticed the improvements



### **The Bronx Redesign has improved service for equity areas**

- Central Bronx crosstown route changes have provided significant improvements in travel time – providing quicker, more direct access to opportunities across the borough and into Northern Manhattan.
- Frequency improvements were focused on equity areas.

### **The Bronx Redesign has delivered on faster, more reliable service**

- **Speeds** are higher on both the changed routes and for all Bronx routes, compared to the system-wide average. The changed routes out-performed the systemwide trend by **4%**.
- **Travel times** are significantly improved on the streamlined routes.
- **Wait times** are shorter on the 10 routes with increased frequencies.
- **Reliability** has generally improved, with the Bronx out-performing the system average on Customer Journey Time Performance (CJTP).

### **Our customers are noticing the improvements**

- **Customer satisfaction** with the Bronx local bus service improved **2%** post-Redesign, comparing Spring 2022 with Fall 2022.
- Total **ridership** in the Bronx has exceeded the rolling baseline by more than **6%**, with increases on many of the changed routes.

# Speeds

## Changed Routes and All Routes

- Compared to June 2022 before the Redesign, both the changed routes and all Bronx routes have outperformed the system average for speeds.
- Weekday speeds on the changed routes are **4%** faster, and all Bronx routes are **2%** faster, while system-wide speeds were unchanged.
- AM peak weekday speeds are up **5%** on the changed routes, out-performing the system average by **7%**.

		Weekdays		Weekends	
		Sep-Nov 2022	Vs. Pre-Redesign	Sep-Nov 2022	Vs. Pre-Redesign
AM (6-10am)	<b>13 Changed Routes</b>	<b>6.9</b>	<b>+5%</b>	<b>8.2</b>	<b>+4%</b>
	Bronx Local Total	7.1	+1%	8.6	+3%
	System Local Total	7.6	-2%	9.2	+1%
PM (3-7pm)	<b>13 Changed Routes</b>	<b>6.4</b>	<b>+1%</b>	<b>6.8</b>	<b>+3%</b>
	Bronx Local Total	6.6	+2%	7.2	+3%
	System Local Total	7.1	0%	7.7	0%
All Day	<b>13 Changed Routes</b>	<b>6.9</b>	<b>+4%</b>	<b>7.4</b>	<b>+4%</b>
	Bronx Local Total	7.1	+2%	7.8	+3%
	System Local Total	7.6	0%	8.3	+1%

**% Changes > System Average**    % Changes = System Average

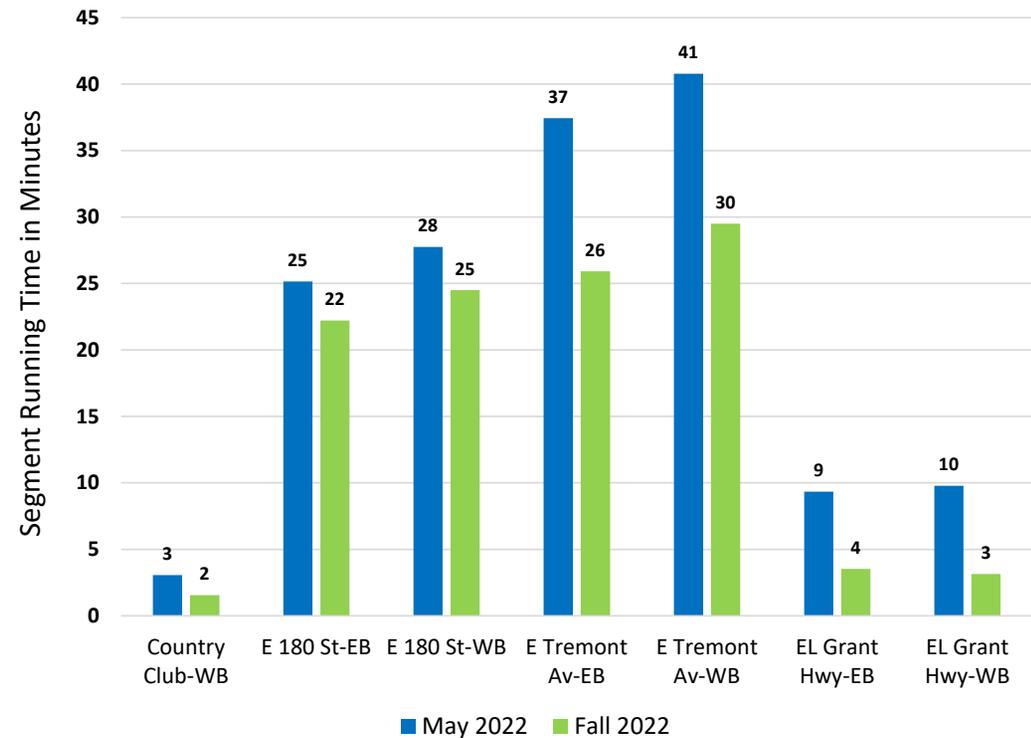
\*Pre-redesign includes June 1 to June 25, 2022, representing pre-redesign implementation  
Sep-Nov includes the period between school opening and Thanksgiving

# Travel Time Savings

## Streamlined Routes

- Travel time savings for customers are significant, especially on the **Bx36** on Tremont Av and the **Bx11** on E L Grant Hwy.
- **Bx36** customers traveling between Parkchester and Manhattan save over 10 minutes in each direction and up to 15 minutes during rush hours
- **Bx40/Bx42** customers traveling along E 180 St are saving 11-12% (3 minutes) of their travel time in each direction along E 180 St.
- With the **Bx11** rerouted to E L Grant Hwy, customers are saving 60-70% (5-7 minutes) of their travel time between Mt. Eden and Manhattan

Running Time Changes by Corridor

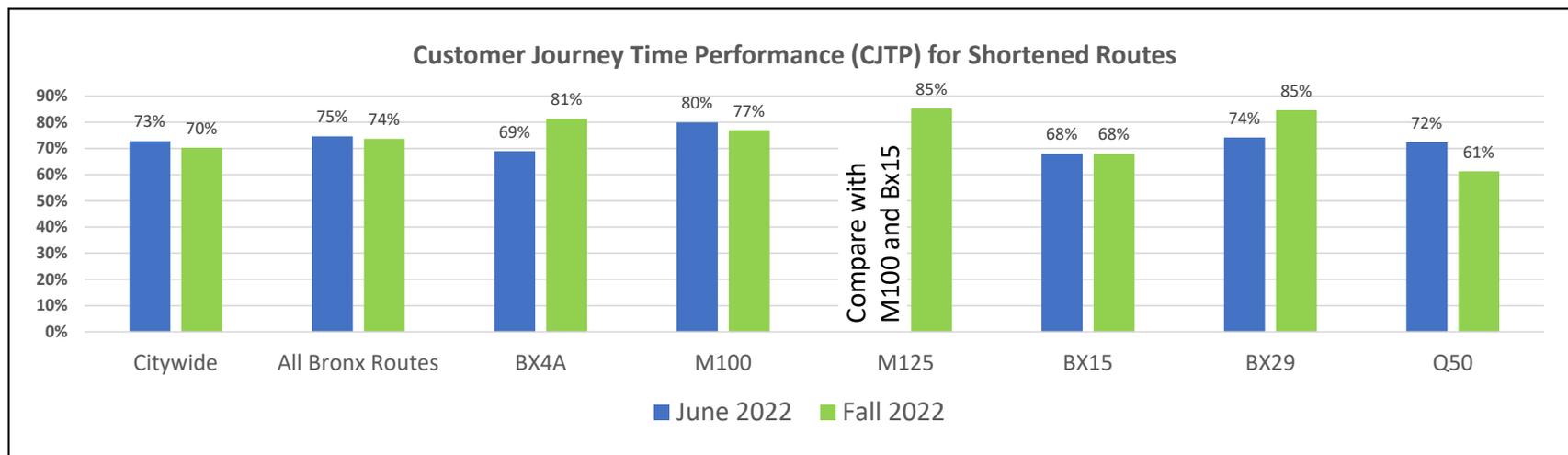


These segments are just where routes changed to be more streamlined, and these are the time savings from those changes.

# Reliability and Performance

## Shortened Routes

- The Bronx has out-performed the citywide trends in Customer Journey Time Performance, comparing Fall 2022 to June 2022.
- Routes that have been shortened or split are showing mixed results for reliability.
- The largest improvements are on the **Bx4A** along Westchester Avenue, on the new **M125** along 125th Street, and on the **Bx29** to City Island.



\*Wait Assessment is the percentage of actual intervals between buses that are no more than 3 minutes over the scheduled interval for peak periods, and no more than 5 minutes over the scheduled interval for the rest of the day.

\*\*CJTP is the estimated percentage of customers' trips that are completed within 5 minutes of the scheduled time.

# Bus Priority

## Projects Implemented with NYC DOT

### Completed Projects since 2020

- 149 Street
- E.L. Grant Highway
- Story Avenue
- 181 Street
- University Avenue Phase One
- Pelham Bay Park Station

### Results

Bus speeds have improved **up to 16 percent** on bus lanes and **up to 40 percent** on the 181 St busway since October 2019

### Upcoming Projects

- Gun Hill Road
- University Avenue Phase Two
- Fordham Road
- Tremont Avenue
- Washington Bridge

## Bronx Bus Priority Corridors



# Ridership

## Changed Routes and All Routes

- From the start of school to Thanksgiving, total ridership in the Bronx has exceeded the rolling baseline\* by more than **6%**.
- Ridership on the M101 and M125 has grown more than ridership on the Bx15 and M100 has fallen in response to the shortened routes, increasing total ridership on the 125<sup>th</sup> Street corridor by **9%**.
- Combined the four Central Bronx corridors had an **8%** increase in ridership.
- Combined the three Northeast Bronx corridors had a **6%** increase in ridership.
- Bx18 ridership is more than triple its baseline, in line with its expanded geographic coverage and added frequency.

Neighborhood/Corridor (Changed Routes)	Percent Change
<b>125th St Corridor</b> Bx15, M100, M125, M101	9%
<b>High Bridge/ Morris Hts</b> Bx11, Bx18	23%
<b>Central Bronx</b> Bx11, Bx35, Bx36, Bx40, Bx42	8%
<b>Northeast Bronx</b> Bx28, Bx38, Bx30	6%
<b>Co-Op City/City Island</b> Bx23, Bx29, Q50	-1%
<b>Allerton Ave Corridor</b> Bx25, Bx26	2%
<b>Bronx Local Buses</b>	<b>6%</b>

\* “Rolling Baseline” is an estimate of seasonally-adjusted ridership based on recovery levels as of late Spring. Growth can be attributed to both the Redesign itself and to continued general recovery from pandemic ridership decreases.

# Post-Implementation Updates

## Routing Changes

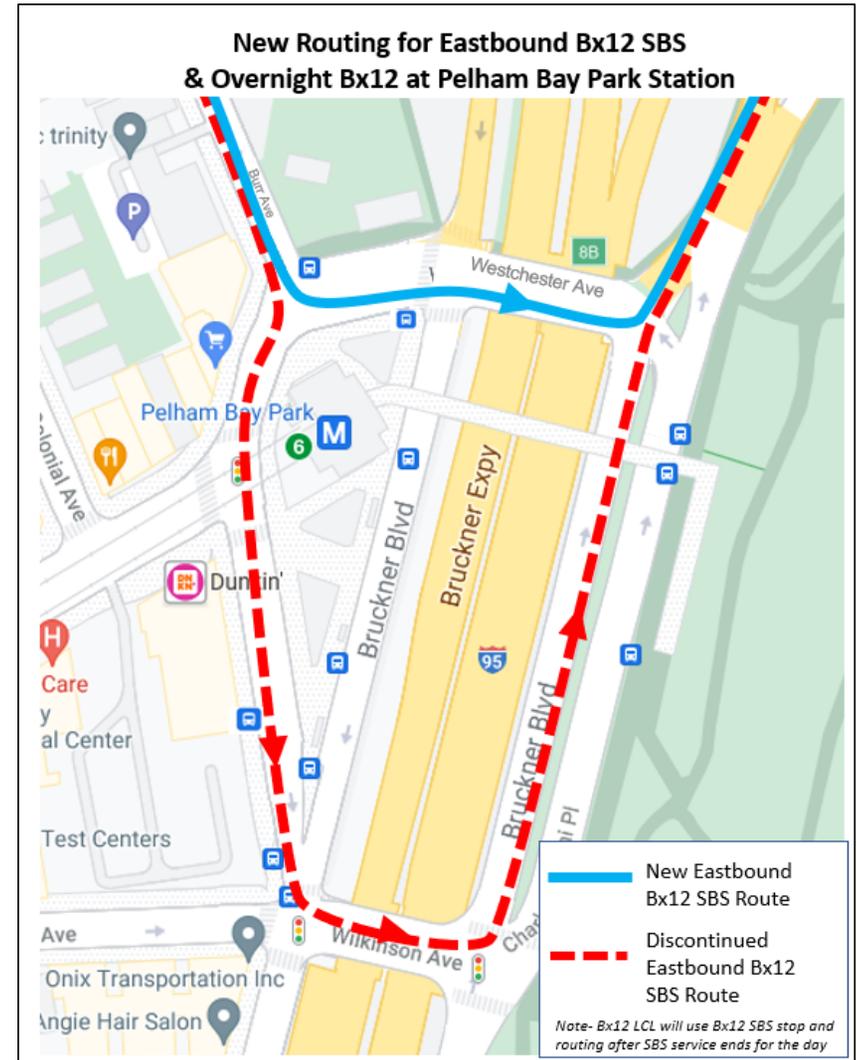
- **Bx12 SBS** streamlining at Pelham Bay Park Station has been implemented in coordination with NYC DOT bus lane installation.

## Signage Changes

- Due to public input, the **Bx18** two-way loop has been redesignated as Bx18A and Bx18B for a clearer service pattern.

## Bus Stop Restorations

- We have restored 22 bus stops that were removed for bus stop balancing, in response to customer input on excessive stop spacing.
- These bus stop restorations represent 9% of the 258 bus stop poles that were removed for bus stop balancing.





## Next Steps

- We will continue to monitor bus service and make adjustments as needed
- We will continue to listen to our customers' feedback to improve customer satisfaction
- We will continue to work with our partners at NYC DOT to expand bus priority in the Bronx

**Questions?**

[new.mta.info/bronxbusedesign](https://new.mta.info/bronxbusedesign)